

2.2.4 Nebraska Highway 2

Intersection delay studies were conducted at nine (9) signalized intersections related to the operation of this corridor. Table 19 summarizes the results of both the “before” and “after” intersection delay studies. Delay and LOS are reported for the overall intersection as well as for each individual approach for each of the three peak time periods. Delay study computations for each intersection are provided in Appendix B.

“After” intersection delay studies were not conducted for the intersections at 14th Street and 27th Street. This was due to changes in traffic patterns as a result of construction on 14th Street south of Old Cheney Road. Vehicles were subsequently detoured around the construction area, thereby, impacting operations at these two intersections. “Before” studies indicated that these two intersections operate at LOS ‘C’ during the Midday time period. The intersection at 27th Street operates at LOS ‘D’ and LOS ‘E’ during the AM Peak and PM Peak time periods, respectively, while the intersection at 14th Street operates at LOS ‘C’ during the AM Peak and LOS ‘D’ during the PM Peak.

With the exception of the two previously mentioned intersections, intersections related to the Highway 2 corridor are operating fairly efficiently. During the AM Peak, “after” studies indicate that most of the intersections are operating at LOS ‘C’ or better with the exception of the intersection at 40th Street, which decreased from LOS ‘C’ to LOS ‘D’. During the Midday and PM Peak time periods, most intersections saw a decrease in overall intersection delay between the “before” and “after” studies. Most intersections also maintained LOS ‘C’ or better during the Midday and PM Peak time periods, with the exception of the intersection of 56th Street/Old Cheney Road, which operates at LOS ‘D’.